

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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Hand Bill Decision Victory for Labor

Teamsters Local 135 has scored a victory in a decision just handed down by Federal Judge Robert C. Baltzell, declaring a section of the handbill ordinance of Indianapolis un-Constitutional and therefore invalid.

The decree may apply to all other cities of Indiana. It was in line with a previous Supreme Court decision holding that such an ordinance could not prevent distribution of literature on a public street to "anyone willing to receive it."

It restrains city officials from making further arrests of union members under provisions of the ordinance.

The action was brought eight months ago by Robert D. Malarney, attorney representing the Teamsters' Union, following the arrest of a picket for distribution of handbills during a strike at the Coca-Cola Bottling Co.

Defendants included the late Mayor Robert H. Tyn-dall, William H. Remy, president of the Safety Board, and Police Chief Howard Sanders.

The picket, Harvey Keesling, had handed out copies of a resolution signed by Leo Scharfin, Eighth District commander, Veterans of Foreign Wars, supporting the strike which was called for the alleged discharge of war veterans for union activity.

Keesling since has been freed of a charge of violating the ordinance.

New Contracts for Local 691 Reported at Richmond Meeting

RICHMOND—Teamsters Local 691, headed by James K. Katz, has signed contracts recently giving substantial wage increases and improved working conditions to its members employed by the Crosley Corp., and the Schenley and Seagram's distilleries in Lawrenceburg.

The Crosley contract calls for 16 cents an hour more pay and six paid holidays a year.

Local 691 also is negotiating a new contract with the Kroger Grocery Stores in Richmond.

At a general meeting held by the local in Eagles Annex Sunday, November 2, John H. King, international representative of the Brotherhood of Teamsters led a discussion on the Taft-Hartley Act, and offered any assistance the International can give to local unions.

Another speaker was Stanley J. Elliott of Marion, third vice-president of the Indiana State Federation of Labor.

A donation was made to Al-

bert Lang of Dillsboro, who recently lost the use of both arms. In a nomination of officers, William Dargie, vice-president, and Orville Hahn, trustee, were named to succeed themselves, without opposition.

OVER-THE-ROAD MEN GET RAISE

The Central States Drivers' Council has signed a new agreement with operators covering transport drivers in 12 states, according to a report made to the Indiana State Drivers' Council by Walter E. Biggs, of South Bend.

The contract gives the drivers increases of 15 cents an hour and one-half cent per mile, also two weeks' vacation after four years instead of five years as required under the previous agreement.

Biggs is a member of the executive board of the Central States Council, and Emmett J. Williams, of Local 135, chairman for Indiana in that council.

A published statement credited to Thomas E. Flynn assistant to President Tobin, says that the contract, becomes effective November 15 and benefits nearly 28,000 truck drivers in the 12 states.

Mahoney's Father Buried in Muncie

MUNCIE—Funeral services were held for Charles W. Mahoney, 93, widely known life resident here, who died at the home of his daughter, Mrs. Hazel Applegate, in West-aceps. Surviving besides Mrs. Applegate are another daughter, Mrs. Ethelinda Keyes, two sons, Marion and D. E. Mahoney, 20 grandchildren and 31 great-grandchildren.

"Cash and Carry" Candy Co. Tried to Deliver Non-Union Through Mahoney's Pickets

Pop Derbyshire Acclaimed Indiana's Driver of Month



Another one of Joe Williams' boys has been singled out by the trucking industry for careful driving. This is Pop Derbyshire, of Indianapolis. (Shown

of Teamsters Local 135) who has been chosen as driver of the month by "The Fifth Wheel," official organ of the Indiana Motor Truck Association.

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Drivers' Council Members Learn About T-H Act

Next meeting of the Indiana State Drivers' Council, in Indianapolis November 21, will be called to order at 1 p.m. sharp in the club room of the Claypool Hotel to give the members at least two hours of schooling on the Taft-Hartley Law.

Labor Attorney Robert D. Malarney will be the "teacher" and in addition to explaining certain provisions of the slavery act, will answer questions as to what the business representatives can and cannot do under it.

Mr. Malarney appeared at the last Council meeting and made a preliminary talk on the school for Teamsters, which President Stephen Toth declared should be conducted every month for some time. Other members of the Council agreed to attend these sessions.

No. 298 Signs Good Contracts

MICHIGAN CITY—Pete Wilkes, business representative of Teamsters Local 298, has signed a new contract with three beer distributors, utilizing new features to replace pre-Taft law clauses.

The contract calls for a wage increase, paid sick leave, and other improved working conditions.

Beer companies are LaPorte County Distributing Co., Kuhn Beer and Voegler Beer Distributors, Inc. The contract is effective as of Oct. 24.

Even though the closed shop is outlawed, the contract states, "The union shall be the sole

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21 South Bend Teamsters Awarded For Safe Driving by Clemans Line

SOUTH BEND—Twenty-one members of Teamsters Local 364 of this city, headed by Walter E. Biggs, have been cited for safe driving by the Clemans Truck Line.

The drivers, all employed by the Clemans Line, were honored at a banquet, held in connection with their semi-annual safety meeting, and all received gift uniforms.

The 21 safe drivers are:

Harold Ferguson
Ova (Jake) Miller
Francis Crowel
Lavon Kohler
Clarence Tyler
Richard Stahl
C. V. Moore
D. Meyers
B. Brocksmith
Don Robinson
Irving Smoger

Al Teich
Kenneth Ketcham
Robert Mynsberg
Wilbur Howard
Earl Corbridge
Robert Bogart
Herschel Brown
Fred Wray
Louis Rannells
Ross Gardner

The driver with the most outstanding record was Harold Ferguson with an estimated 100,000 miles in five years of over-the-road driving—accident free, and another five years of local and peddle driving without an accident.

Unfair Labor Practice by New Owners

Muncie Local Struck
White River in Failure
To Obtain New Con-
tract

MUNCIE—Teamsters Local 369, headed by D. E. Mahoney, picketed the White River Tobacco and Candy Co. here, which had resorted to a subterfuge, probably suggested by a Taft-Hartley lawyer, to avoid renewing a union agreement.

The company, formerly owned by Hamilton-Harris, had contractual relations with the union. These expired October 7.

When Mahoney and a committee attempted negotiations with the new owners for renewal of the contract, the company explained that it was going on a cash-and-carry basis immediately and would no longer hire any delivery drivers.

No sooner had the contract expired, however, than the company resumed its delivery service and on October 10 started making deliveries to the following places:

Park & Shop Food Market;
Finans' Food Shoppe;
Boyles Grocery Stores.

And so Pat Mahoney wanted to know—DOES THIS SOUND LIKE CASH-AND-CARRY TO YOU?

Pat also expressed regret that the management of the DUCK IN at Albany, started going through the picket line at the White River Tobacco Co.

Attention, All Members of
Local 369

In compliance with a section of the Taft-Hartley Act, the financial statement of this Local Union is ready for distribution to all its members. Same can be had by contacting one of our offices as follows:

Muncie office, 308 Wysor Building.

Marion office, 6 American Security Bldg., 315 South Adams St.

Anderson office, 202 Labor Temple, 120 E. 8th St.

NOTICE, MEMBERS OF 716

There will be a special meeting for all members of Teamsters Local 716 November 14, 1947, at 8 p.m., at 28 West North St.

This meeting is important.

The Closed Shop

By HERBERT J. BUCHSBAUM
(Chicago Industrialist)

The closed shop is the essence of democracy, the rule of the majority. It applies a sound unit whereby workers can express themselves. To say that this exercises a tyranny over the minority would be to strike at the very roots of our political philosophy.

Outlawing the closed shop is against democracy in its full sense, the rule of the majority, the American way.

A partial union divides authority between management and the union, but leaves the minority entirely without representation and a primary cause of friction between the two authorities. Rising costs, poorer merchandise and lack of effort in product improvement are natural consequences of such a situation. The public is certainly the loser.

The crux of the question of the closed shop is the effect of the closed shop on the community as a whole. Regardless of how the employe, employer or the business is benefitted, the public must also gain.

The effect on business of a closed shop can best be judged by the showing of businesses in which the closed shop prevails.

Unions, despite all their real or imaginary excesses, have done more to free the workingman and raise the standard of living in this country than any other force.

It is the union that protects the employes from abuses and elevates workers from the low levels of servitude to the dignity of self-respecting citizens, enjoying equal liberty and bargaining power. It is a travesty to say that to be obliged to join a union is a violation of individual freedom when, in fact, it is a guarantee of freedom from the absolute authority of the employer.

The Blundering Mr. Taft

If Senator Robert A. Taft enhanced his chances of winning the GOP presidential nomination by his foray into the wild and woolly west last month, the news writers who accompanied him on the trip have failed to indicate their conviction that he did.

As a matter of fact, says the "Union Advocate," most of them appear to be quite dubious of the senator's position as a contender at all. Taft committed about every blunder in the book.

One of his first blunders was to tell a strongly pro-Labor audience that the various states should send back to congress every senator and congressman who voted for the Taft-Hartley bill.

He did not recognize this as a blunder until the following morning when the newspapermen called his attention to the fact that he had urged the re-election of many Democrats the Republicans hoped to oust in the 1948 elections. Then he rushed into print to state that what he really meant was that every man who voted for the Taft-Hartley bill was "entitled to the gratitude of those who wish to maintain a government without special privilege."

But Taft's worst blunders came when he made it plain that the GOP board of strategy has already decided that congress will do nothing about housing, public health or education before 1949; that the GOP is on a sit-down strike against any social or economic reforms as long as President Truman is in the White House; that the present regime in Washington is not going to be given an opportunity to claim any credit for progressive legislation, economic stability, domestic tranquility or world peace.

The matter of price inequities must wait until the voters have spoken in 1948; the veterans can dig foxholes to house their families until 1949; the 10,260,000 families now living in sub-standard homes must wait until the Republicans are in full control of every government branch and agency.

Truly Taft is little less than a blundering fool.

Union Member's Creed

- 1—I believe that I should be a real member of the union and practice as well as preach the cause.
- 2—I believe that it is my duty to attend my union meetings regularly and serve on committees when I am called upon to do so.
- 3—I believe that as a union member I should pay my dues promptly and preferably in advance (thus saving my secretary-treasurer a headache).
- 4—I believe that those with whom I work should also be paid-up members of the organization.
- 5—I believe that I should patronize union places of business and demand the union label.
- 6—I believe that I should observe all safety rules in the place where I am employed and insist upon all other workers doing likewise.
- 7—I believe that it is my duty to notify my union of any change in my address, telephone number, or place of employment promptly.
- 8—I believe that I should never indulge in whisperings against an officer or any of the members and should not tolerate such practice.
- 9—I believe that I should be considerate of all members of the union, especially those who are getting along in years. (I'll be old myself some day.)
- 10—I believe that I should be always a good American citizen and cast my vote in every national, state, county and municipal election.

Phenomenal Growth Shown In Trucking

WASHINGTON—A booklet showing the economic importance of America's trucking industry as creator of employment, payer of taxes and purchaser of goods and materials has just been published by the American Trucking Association, Inc.

Entitled "Economic Giant" the booklet uses illustrated comparisons to show some of the facts about an industry which has grown phenomenally in the last 25 or 30 years. First of these pictures shows there are more than six million trucks in the United States today, compared with fewer than ¼ million in 1916.

Other illustrations show how the trucking industry gives direct employment to more than 3,800,000 workers or 2½ times as many as the railroads' total of 1,498,627, and pays \$762,000,000 a year in special highway use taxes—an amount equal to the 1946 total spent by all states for their 43,000 miles of new roads.

Also the booklet shows that America's trucking industry is using 480,960,000 quarts of oil and 7,100,000 gallons of anti-freeze every year. It consumes 5,800,000 gallons of gasoline, or enough to make four stacks of gallon cans to the moon; it hauls fifty billion ton-miles a year, equal to 50 trips to the sun with a ten-ton load.

The industry buys 800,000 new trucks and 75,000 new trailers every year, the manufacture of which requires raw materials from every state in the union. Some of the materials that go into these vehicles: 87,580,000 pounds of copper; 1,731,375 tons of steel, an amount that would fill a freight train 350 miles long, reaching from Boston to Baltimore; 92,875 tons of iron; 6,150,000 pounds of glycerine; 118,300,000 board feet of lumber, enough to build a boardwalk six feet wide from New York to Los Angeles; 12,810,000 square feet of leather, enough to make a belt around the world; 64,800,000 pounds of paint and thinner; 15,180,000 pounds of aluminum, enough to give a new pan to every family in the United States.

Ice Men's Local Member Is Hurt

EVANSVILLE—Jack Gourley, 40, a member of Teamsters Local No. 582, is in Welborn Hospital as the result of an accident on the platform of the Evansville Ice Company's plant last week. He had his right arm amputated below the elbow. It is believed he slipped and his arm caught in the ice scoring machine.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933

Of The Indiana Teamster, published monthly at 28 W. North St., Indianapolis, Indiana, for October, 1947.

State of Indiana, County of Marion, ss:

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Scott Armstrong, who has been duly sworn according to law, deposes and says that he is the Editor of The Indiana Teamster, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher—Indiana State Drivers' Council, 28 W. North St., Indianapolis, Ind.
Editor—Scott Armstrong, 28 W. North St., Indianapolis, Ind.
Managing Editor—None.
Business Managers—None.

2. That the owner is: The Indiana State Drivers' Council, state organization of the Teamsters' Union, 28 W. North St., Indianapolis, Indiana.

3. That the known bondholders, mortgagees and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities are: None.

SCOTT ARMSTRONG
Sworn to and subscribed before me this 1st day of October, 1947.

ROSEMARY S. NOLTE
Only commission expires Dec. 13, 1950.)

S. W. HELTON

Things We See at 543

A record attendance is expected at our next meeting which will be held November 17, 1947 (the third Monday) at 103 North 6 Street.

Our financial report will again be read at that time, same is posted in our meeting room and extra copies are available for all members.

Russell Burnett has quit the Indiana Lock Joint Co., taking a WDC and is going to Florida. This is mentioned as a warning to the bathing beauties down there.

For your information the new voice you hear on the phone is our new secretary, Miss Joann Snyder.

Hayes Freight Lines will move into their new quarters about November 1. This terminal is a vast improvement and is being built by Russell F. Davis.

We will hold nomination of officers at our meeting in Lafayette December 15, 1947.

Liars Will Lie

From the day the Taft-Hartley anti-Labor act was first enacted by congress, experts galore have been busy "explaining" it.

David Lawrence, foremost propagandist for big business, put out a 30-page book purporting to "clarify" the law. And some of the congressional sponsors have made a thriving racket out of lectures telling what the law means—at \$1,000 per lecture.

Latest to come through with an "explanation" is the Republican national committee, which is clearly perturbed because the nation's workers, despite all the "clarifications," aren't sold on the law.

The committee is distributing thousands of copies of a pamphlet entitled "The Truth About the Labor-Management Relations Act of 1947"—and at the same time taking full responsibility for the monstrous law.

Most of the pamphlet is devoted to "explanatory" questions and answers. Particularly amusing is the committee's answer to the question: "Is the act a 'slave Labor' law?"

"Definitely not," the GOP replies. "This act frees workers from oppression and discrimination by unions and employers. It is the most complete and specific declaration of workers' freedom since Lincoln's Emancipation Proclamation freeing the Negro from slavery."

But the rest of the pamphlet shows the committee to be upset because the workers don't agree and are sharpening their axes to deal with those responsible for the law—at the ballot box in 1948.

In particular the committee laments because a recent "non-partisan poll" showed a big majority of workers to be opposed to the law. This the committee blames on "misleading propaganda" spread by "union dictators" and a "politically motivated democratic administration."

One of the weirdest of many weird statements in the pamphlet is one claiming that enactment of the Taft-Hartley Act "marked the fulfillment of a major campaign pledge by the republican party."

"Labor" was curious about when such pledge was made. A representative phoned the Republican committee to find out. He was referred to a "statement of principles" adopted by Republican members of congress back in December, 1945. Here's what the statement said, in part:

"We reaffirm our belief in the right of Labor to organize and bargain collectively with employers as one of the cornerstones of competitive enterprise. The process of such bargaining must be protected and strengthened if we are to have real jobs and prosperity for all."

"How can that be construed as justifying the Taft-Hartley law?" Labor's representative inquired.

"Oh, it's all a matter of interpretation," a committee spokesman explained.—LABOR.

Tobin Predicts Modification Of T-H Law for 1948 Election

SEATTLE—International President Tobin, visiting here after attending the AFL convention in San Francisco, expressed opinion that Congress will modify the Taft-Hartley bill by next spring in an attempt to appease labor for the Presidential election of 1948.

Tobin said that "the sleeping giant of organized labor has been aroused by the bill and will fight back with all it has." He said the American Federation of Labor is planning large-scale educational political action to stir up the rank-and-file working man.

"The Republicans won the last election because labor took little interest in it," the veteran Teamsters' chief admitted. "I myself took no interest in it. Neither did many other labor leaders. This has proved to be a grave mistake."

Tobin said the election did teach labor a lesson "which it needed" and predicted that the Taft-Hartley bill may actually rebound to the benefit of labor.

"Labor — when it wants to — can elect candidates," he asserted. "We proved it by electing Roosevelt four times. I think we can do it again."

Asked how the AFL would operate politically within the bounds of the labor law, which prohibits use of union funds for political purposes, Tobin said:

"It is perfectly legitimate for unions to educate the public on the evils of the law. It is within the law for us to ask our people to vote against the congressman who voted for the bill."

Tobin said he is opposed to the formation of a third or labor party at this time.

Pop Derbyshire Is Nominated Indiana's Driver of the Month

(Continued from page 1)

The magazine publishes Pop's photograph, reproduced here, and explains:

T. E. (Pop) Derbyshire, our Driver of the Month for August, began his truck-driving career in 1910, when the motor of his truck was a two-cylinder affair under the floor boards, and he has been at the same ever since.

One of his first jobs was with Thomas Cusack Sign Co., in Indianapolis, where he had come from his native Muncie. Then he took job delivering baked goods for Stettler's Bakery, South East St. His truck on that job was an International high-wheeler with belt drive transmission, he remembers.

He also recalls driving that high-wheeler through a flood in 1913—up Northwestern Ave. between 1st and 30th Sts., and then across the Fall Creek bridge on Meridian St., just before the bridge went out. Good thing the truck had a high carburetor as well as high heels.

Since then, "Derby" has driven for the Greyvan Lines, Aero Mayflower Transit Co., and others. He has been driving for the Interstate Motor Freight System for eleven years.

He has his own truck—a sleeper-type International D40 with 7 motor—and estimates there are at least 700,000 miles on it. He drives it everywhere he goes.

Every night in the week except one, he makes a run between Indianapolis and Milwaukee. That's out 1,656 miles a week.

For ten years he drove for Interstate between Indianapolis and New York, making at least one round-trip a week and sometimes a round and a half. That's about a 1,580-mile drag round-trip.

For four and one-half years he is with Aero Mayflower, driving van all over the U. S. and Canada and becoming a supervisor.

Pop is too modest to estimate how many million miles he has driven, but he feels certain that it's more than three million.

Anyway, he's driven enough that he's practically a walking encyclopedia on road information.

At 61—or 37 years after he began driving trucks for a living—Pop Derbyshire has become a sort of legend among many truck drivers around the country, but he's a live, roly-poly, tow-headed, grinning legend that still rolls along highways.

Pop admits to only two accidents on the road. He said that, at Duquoin, Iowa, in about 1932, he was going down a road on an icy day and his van slid against a combination telephone-light pole. He paid \$50 for replacement of the pole. On U. S. 20, at Hard Hill, Pennsylvania, in about 1937, he said, he overtook on ice following a state police car which had directed him to detour and a blockade.

Under date of September 16, 1943, he has a letter from L. G. Jeffeld, director of safety for the Interstate System, crediting him with seven years of safe driving that company.

In 1943, he received a letter from F. Drohan, then vice-president and general manager for the system and now of Keeshin Freight Co., congratulating him on his record and urging him to talk with other drivers to influence them in driving.

Avin Stuart, Indianapolis terminal manager, said he has known Pop for many years and has never seen him being involved in a serious accident.

When mentioning Pop Derbyshire as Driver of the Month, W. C. Mason, safety engineer for the Interstate, said: "You'll find him to be a real driver."

He believes J. L. Burge, general superintendent of Interstate, also verifies that "Derby" is a real driver. "I've been out on the road long enough now that a driver has to be practical without let-up. If I see a narrow bridge or one-way pass coming up, I slow down and

let the other boys go through ahead of me.

"Why are there so many accidents? People just get in too big a hurry."

Pop is very proud of the fact that he has three sons following in his footsteps as drivers—Charlie with Interstate and the other two with Indiana Railways.

He also has a brother, L. F. Derbyshire, who has been driving many years for Buttercrust Pie Co., Indianapolis.

Impressive Rites Held in Milwaukee For Jos. Padway

MILWAUKEE—One of the largest and most impressive funerals ever held in this city was conducted October 14 for Joseph A. Padway, general counsel of the AFL and International Brotherhood of Teamsters, who suffered a cerebral hemorrhage while addressing the AFL Convention in San Francisco.

The ceremony was attended by several thousand union leaders and friends from Wisconsin and practically all other states, and followed services conducted by the convention.

Seldom, if ever, has this city seen so many flowers at the obsequies of an individual.

Mr. Padway's stroke followed a brutal attack upon him a few weeks ago by Irving G. McCann, attorney for the Congressional Labor Committee. McCann knocked him down in the course of a hearing on labor conditions in Hollywood.

The stroke occurred when Mr. Padway was discussing the Taft-Hartley Act, which scraps many of the gains for labor which he had helped achieve in a lifetime of service to humanity.

Joseph A. Padway was born in Leeds, England. A graduate of Marquette University in Milwaukee, he began practicing law and in 1915 became counsel for the Wisconsin Federation of Labor. He served as judge of the Milwaukee County Court, resigning in 1927 to devote his full time to practicing law, mostly labor matters. He became general counsel of the AFL in 1938.

He is survived by his wife, Lydia Rose Paetow, a daughter, Ruth Doris, and a brother, I. B. Padway.

Brocky Farrell Dies

CINCINNATI, Ohio, Oct. 23—Thomas J. (Brocky) Farrell, 69 years old, fifth vice-president and general organizer of the Teamsters International Union, AFL, died at his home here today. Death was attributed to a heart ailment. He was a native of Chicago.

Farrell was head of the Teamsters Union in Cincinnati for 24 years.

Farrell was born in Chicago. He leaves a son, Charles J. Farrell, Cincinnati, international auditor of the Teamsters' Union; a daughter, Mrs. Loretta Benken, Cincinnati; three sisters, Mrs. Mae Rothwell, Mrs. Margaret Ryan and Mrs. Julia Homan, all of Chicago, and five grandchildren.

Prayers at the John J. Radel funeral home were followed by requiem high mass at St. Theresa Church, Cincinnati. Burial was in St. Joseph Cemetery, Cincinnati.

Sunshine Is Fair In Michigan City

MICHIGAN CITY—Pete Wilkes, head of Teamsters Local 298 has announced the signing of the first union contract with a dry cleaning company here—the Sunshine Cleaners of 113 West Ninth St., owned by Woodrow Wolford.

Wilkes said the plant operates a pick up and delivery service, for which you may phone 579. They said the Sunshine Cleaners deserve the patronage of all union men.

Wolford's Gary plant is all-union and all men hired by him in Michigan City in the future, will be union men.

Convention Ends with 8-Act Plan

SAN FRANCISCO—After having given the officers of the American Federation of Labor a unanimous mandate to carry on an all-out political and educational campaign for the repeal of the Taft-Hartley Law, the historic 66th Convention of the AFL came to a close.

Accepting re-election as AFL president for the 24th consecutive term, William Green outlined to the delegates this program for the future:

"We must forget petty bickering among ourselves. I plead for unity, for solidarity, and for the complete mobilization of all our strength and resources in the coming fight.

"If we do, we will win the economic and political battles that we face in 1943."

Also elected unanimously were Secretary-Treasurer George Meany and the following members of the Executive Council: William L. Hutchins, Matthew Wolf, Joseph N. Weber, George M. Harrison, Daniel J. Tobin, Harry C. Bates, W. D. Mahon, W. C. Birtwright, W. C. Doherty, David Dubinsky, Charles J. MacGowan, Herman L. Winter, Dan W. Tracy. Mr. Tracy succeeded John L. Lewis, whose name was not placed in nomination for re-election to the Executive Council.

Before adjournment the convention took the following outstanding actions:

1.—Authorized a vigorous campaign for repeal of the Taft-Hartley Law on these two fronts:

(a) An educational campaign through radio programs, newspaper advertisements, and motion pictures to inform the American people, public and union members, how dangerous the law is to the nation.

(b) An active political campaign, to be waged by the newly-created "Labor's Educational and Political League," to get American labor to go to the polls and bring about the defeat of reactionary, anti-labor candidates for Congress and to elect those representatives who will favor repeal of the Taft-Hartley Law.

2.—Adopted a strong, clear-cut foreign policy declaration which endorsed the Marshall Plan for European aid and which assailed unequivocally the aggressive and expansionist policies of Soviet Russia.

3.—Drafted a positive legislation program for 1948, including passage of a long-range and effective national housing program, the broadening of social security coverage and an increase in benefits paid, inauguration of national health insurance, and the lifting of the minimum wage level to at least 75 cents an hour.

4.—Protested the rising tide of inflation and called upon the government to take action to lower prices.

5.—Raised the per capita tax paid by the affiliated unions to the American Federation of Labor from a base rate of two cents per member per month to a new flat rate of three cents. The increase is expected to yield an estimated \$1,000,000 in additional yearly income.

6.—Amended the AFL's constitution to permit directly affiliated federal labor unions to sign non-Communist affidavits and use the services of the National Labor Relations Board for collective bargaining elections and the filing of complaint cases if they so desire.

7.—Voted to intensify the AFL's southern organizing campaign and extend it ultimately into a nationwide membership drive.

8.—Urged greatly expanded Federal and for the educational institutions of the nation and for the welfare of the children attending the country's schools.

The 700 delegates to the AFL's largest convention voted to accept an invitation to hold the 1948 convention in Cincinnati, Ohio.

HARRY HUDSON Heard and Seen at 716

We have settled our Ready Mixed agreement, covering the drivers and mechanics at the Heston Concrete Co. and Ready Mixed Concrete Co., giving us a 17½-cent per hour increase, beginning November 1, 1947. Beginning May 1, next, the members will receive an additional 7½ cents per hour to November 1, 1948.

The agreement was negotiated by Edward T. Carlson, president, and a committee of the following men: Earl Hyde, Tom Radigan and Martin Wagner, of the Heston Co.; Conrad Munn and Bud Reynolds of Ready Mixed.

G. L. Anderson and yours truly also sat in on the negotiations for the union.

We have settled the Indianapolis Paint and Color contract, giving the members a nice increase and six cents per hour retroactive to June 1. This agreement was signed by Edward T. Carlson, president, assisted by John Mullin and Leo Young, committeemen.

The officers of Local Union No. 716 wish to take this opportunity of thanking the various committeemen who served on negotiating committees.

There's a certain steward with a mixed concrete company who is mighty proud of that new shiny Steward's badge. We only hope he don't get the idea he's a state trooper and start flashing it in the public's face!

At our general meeting, held October 31, there was a very interesting talk by Mr. Hoffman, Group Insurance plan manager, and Mr. Sloan of the Indianapolis office. These men represent the Occidental Life Insurance Co. of California.

Attendance at this meeting could have been better, but we wish to thank all of those who were at the meeting.

Copies of the Financial Statement of Local 716 are available for members at the office of this union, 28 West North St.

The Economy Electric Supply Inc., of 1619 Gent Ave., Indianapolis, formerly located at 130 South Illinois St., has consistently refused to renegotiate an agreement with Teamsters' Local 716 covering drivers and warehousemen, and is therefore unfair to this organization.

"You can send a message around the world in one-seventh of a second, yet it may take years to force a simple idea through a quarter inch of human skull."

Truck-Trailer Makes Record 4-Day Trip Across Country

LOS ANGELES—Creating an amazing new record for trans-continental household moving over the highway, a truck-trailer carrying the furniture belonging to five families, arrived here just four days after leaving New York City.

August Reolle and James Culver, drivers for the E. H. Warren Co., driving around the clock and always within speed limits, piloted the semi-trailer on its momentous trip across the country.

Their departure from New York at 10:00 a. m., Saturday, October 25, and arrival at City Hall in Los Angeles, were checked officially by the American Trucking Associations. The demonstration run was timed to

coincide with the convention of the A. T. A. which was in session in Los Angeles.

Kokomo Teamster Killed at Roanoke

KOKOMO—John B. Steele, 26, of Peru, a member of Teamsters Local No. 759, was fatally injured in a rear-end truck collision 2½ miles southwest of Roanoke on state highway 24.

George W. Goodman, 32, of Marion, a member of Teamsters Local No. 369, Muncie, was injured in the accident.

Huntington hospital attaches said Goodman received an injury to his left hand and may have suffered a concussion. He was released from the hospital there and was removed to Marion.

Beer Distributors Signed by No. 298

(Continued from page 1)

representative of those classifications of employees covered by this agreement in collective bargaining with the employer.

The beer companies agreed that the union is not liable for a strike or breach of agreement unless the act is authorized by official vote of the membership, and in accordance with the constitution and by-laws.

EMPLOYMENT INCREASES

WASHINGTON — Employment in October hit a new all-time peak with the exception of the summer months when the labor force was swollen with seasonal farm workers and vacationing students, the Census Bureau reported.

The Indiana Teamster

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STEVEN TOTH

News Aplenty at 520

With deep regret we receive announcement of the death of Warren Ward, of Stone and Webster. Warren has been a very sick boy for the past few years, but continued working until a week before his death. His union spirit was with him at all times. He even called me to his home three days before he died, to pay his November dues. Knowing his condition, it was tough to stand there and tell him that he was looking good. Rest in Peace, Old Timer.



R. Shellabargers, of Lake Cities Concrete, are the proud parents of a brand new baby girl. Congratulations! Baby and father are getting along nicely.

Our Construction and Commodity contracts have finally been agreed to. So have our Heavy Construction and Road contracts. We are in the process of typing them up and having them signed.

Walter Schubert, of McKeown, has finally (with the help of all his neighbors) got his roof finished. He started to patch a leak and wound up putting on a whole new roof.

We are trying to adjust our wage rates at Calumet Iron & Supply.

Tobin Praised In Magazine As Anti-Bigot

Congratulations to International President Daniel J. Tobin for a statement made at the recent convention of Teamsters in San Francisco, are contained in a letter from Arthur F. Barrett, of Chicago, to the "American Federationist," October issue.

"I refer," says Barrett, "to the statement quoted in the report of the convention appearing in the September issue of the Federationist," and he quotes President Tobin as saying:

"There is no other institution in our country that has helped to destroy prejudice as much as the organized labor movement."

Barrett continues:

"This statement is absolutely correct. Beyond doubt the greatest force for progress in our country is the organized labor movement, made up of the people who are the very backbone of our democracy. So long as free unions exist in the United States, bigotry and prejudice will diminish steadily. Workers who join unions are deeply concerned about the dignity of the human being as a human being. They want better wages and better conditions, of course, but even more they want respect as individuals and good citizens.

"Dan Tobin's testimonial to the enormous part which organized labor has played in destroying prejudice is especially valuable, I believe, because it is so clearly based upon his own personal observations over the past forty years.

"I hope the International Brotherhood of Teamsters will always be a leading force in labor's continuing fight against intolerance of every kind."

Freight Workers Of No. 135 Raised

All mechanics who are members of Teamsters Local 135 employed at the freight barns in Indianapolis will receive a substantial increase in pay and improved working conditions by terms of a new contract, just signed.

Emmett J. Williams, union Secretary-Treasurer signed for the members with the companies.

The contract is effective November 9, 1947. It provides also for liberalized vacation pay.

PLAN TO KEEP FARMERS BUSY

WASHINGTON—Secretary of Agriculture Clinton P. Anderson said that the Marshall Plan to aid Europe would keep U. S. farm production going at full blast for at least four more years.

CATHOLICS URGED TO JOIN UNIONS

GRAND RAPIDS, Mich.—The Rev. Hubert Maino of Detroit urged Catholics to recognize the right of joining labor unions as a duty in addressing the Catholic Tri-State Congress here.

"Here in America," he said, "we justly prize the democratic way of life. In view of this devotion to the ideal of political democracy, it is strange that the development of economic democracy has had such slow progress among us."

Declaring that Catholics should not "allow themselves to be drawn into an attitude of undiscerning opposition to organized labor," he asserted, "in particular there is no justification for Catholic workers to remain in a state of indifference or lethargy. They have the unmistakable directives of the Pope, their Bishops and clergy to become active in the labor movement, and to exact their influence to orient it to the common good."

NEW AGREEMENT FOR FT. WAYNE DRIVEAWAY

FORT WAYNE—A new contract has been signed with the Driveaway Company for the Freuhauf Trailer Co. for union Teamsters in several cities where the company has plants, including Fort Wayne, according to Pat Hess, business representative of Local 414.

Mr. Hess participated in conferences at Detroit attended by management and business agents of unions from Kansas City, Springfield, Cleveland, Detroit and Fort Wayne, where Freuhauf plants are located.

The drivers haul and deliver Freuhauf trailers and tanks.

The new contract, which became effective last Tuesday, October 21, provides for an increase of a half-cent per mile to bring the mileage rate to four and three-quarters cents a mile. This is payable for both ways, with load and return empty, Mr. Hess said.

The contract also calls for 15 cents more an hour for all work en route. The agreement also provides for a total of five and three-fourths cents per mile on all double bottoms.

Yardmen of the city will receive an increase of 15 cents an hour. All road drivers are given an eight-hour guarantee.

Teamsters Back Shock for Mayor

SOUTH BEND—Former attorney for the Teamsters, Mayor-elect Shock was backed by the Teamsters' local in his recent successful campaign on the Democratic ticket. Shock is known as being liberal-minded and fair in his dealings with labor. He has an intimate knowledge of the labor movement, gleaned during his work.

Last Services For O. B. Keller Of Local 188

Business offices of the Indianapolis Teamsters were closed

October 29, in respect to the funeral of Ora B. Keller, secretary-treasurer of Local 188, who died at the U. S. Veterans Administration Hospital, of a heart ailment.

Mr. Keller, who was 59 years old and lived at 237 Hendricks Place, Indianapolis, was one of the best liked labor leaders in the city, as attested by the fact that friends filled Moore Mortuaries Peace Chapel and sidewalk without, and followed the body to Washington Park cemetery in a procession more than a mile long.

O. B. as he was affectionately known had been a salesman for the West Baking Co. for 20 years before his election to the union office. A kindly man and with a wonderful sense of humor, he had had a colorful career with the AEF in World War I, as lieutenant and acting captain, and had retained a youthful spirit which had supported him in a 5,000 mile auto trip to the recent convention of Teamsters in San Francisco. He made that trip with C. E. Davis, president of the union.

Ora B. Keller was born in Nashville, Indiana and was a member of the Methodist church of that town. Also he was a member of the V. F. W. and Millersville Masonic lodge.

Survivors include the widow, Mrs. Kathryn L. Keller; three daughters Mrs. LaVerne Duggins, Mrs. Doris J. King and Mrs. Joy Lee Black; four sons, Ernest, George, Fred and Jack D. Keller, all of Indianapolis and 12 grandchildren.

JOB FOR HOOSIERS

During the first nine months of 1947, the Indiana State Employment Service filled more than 75,000 jobs in Indiana industry according to Noble R. Shaw, director.

ROSEMARY

Up to Date with 188

It is with deep regret that we announce elsewhere in this issue the death of Brother O. B. Keller, secretary-treasurer of this local. He died in the veterans' hospital on October 27, 1947, at 1:30 a.m. of heart trouble.

Mr. Holzer, father of credit manager for Omar, Inc., passed away October 14, 1947; also the mother of Charles Prine. Our deepest sympathy goes out to the survivors.

We have several on our sick list for this month, and we wish all of these a speedy recovery:

Mrs. Mary E. Parsley, mother of Joseph Parsley, steward at Omar, Inc.; Mrs. Floyd Mitchell, mother of William Mitchell, of Omar Bakery; Mrs. Finley Prevost, whose husband is employed at Friehofer Bakery had a heart attack; The wife of James Alexander at Omar, Inc., had a serious operation at the Methodist Hospital; Mrs. Louis Floerke, wife of one of our trustees is quite ill, in St. Vincent Hospital; Walter Schneider, of Purity Bakery, has been ordered to bed for a month's rest; Mrs. Earl Fromer, wife of Brother Fromer of Kessler Bakery, underwent an operation at Memorial Hospital in Greensburg, on Friday, October 31, 1947, and Clarence Chambers, a mechanic at Purity Garage had an auto accident this past week and is at the Methodist Hospital.

Nominations for Local 188 were held Sunday, November 2, 1947, and they were as follows:

Brother C. E. Davis, for president.

Charles Brown, of National Biscuit Company, who is present vice president and C. R. Kinnaman, who is now a trustee and business agent were nominated for vice-presidents.

For secretary-treasurer, Leonard Bea, Ray Eccles and George Dugger were nominated. Leonard Bea has been recording secretary for the past four years, Ray Eccles is now trustee and Brother Dugger has done a very fine job as steward at Purity Bakery.

Al Hudson, steward at Friehofer Bakery, was nominated as recording secretary with no opposition.

One position of trustee is open and the following nominations were made for this position: William B. Smythe, of West Baking; Felix Marz of Purity Bakery, and Carl Surber, of Colonial Bakery.

Brother Eccles made a motion that Brother Davis be nominated for four five-year terms. This motion was seconded by Al Hudson, and the motion was carried unanimously, as reported elsewhere in this issue.

Election of these officers will be held the first Tuesday night of December, at the regular general meeting. Let's all attend this meeting and vote for the man who we think is best fitted for the job.

Kentucky Election Proves We've Had Too Much Already of Taft-Hartley Act

WASHINGTON—AFL President William Green hailed the results of the recent gubernatorial election in Kentucky as a clear-cut victory for labor over the supporters of the Taft-Hartley law.

In a statement commenting upon the election results, Mr. Green said: "In the election, the Taft-Hartley law was subjected to its first test as a campaign issue.

"In Kentucky, the Republican candidate for Governor, Eldon S. Dummit, made the Taft-Hartley law his chief battle cry and asked for election on the ground that his Democratic opponent, Representative Earle C. Clements, had voted in Congress to uphold President Truman's veto of that law.

"Faced with this challenge, the Kentucky State Federation of La-

bor presented the facts to the workers of Kentucky and made special efforts to bring out the labor vote on election day. The result was the overwhelming defeat of the proponent of the Taft-Hartley law and the election of Representative Clements by an estimated three one margin.

"This is exactly what the American Federation of Labor is determined to do on a national scale the 1948 elections and we hail the results in Kentucky as a happy augury of the success of our efforts."

Senator Robert A. Taft, unhappy for his own political advancement, said on October 15 that the outcome in Kentucky would "reflect to a large degree which party will elect a President in 1948."



HOW LONG CAN TAFT-HARTLEY ACT LAST?—This demonstration held recently in Madison Square Garden, New York, demanding repeal of the T-H Law, shows how all enlightened citizens are reacting to the vicious anti-labor legislation as railroaded through Congress by the National Association of Manufacturers and its political stooges.